

AVIATION

JANUARY 1, 1923

Issued Weekly

PRICE 10 CENTS



Aerial View of Washington, D. C.

VOLUME
XIV

SPECIAL FEATURES

Number
1

THE TIMING OF AIRPLANE SPEEDS

AEROMARINE HIGH EFFICIENCY AEROFOL

THE 2000 MILE FLIGHT OF THE ARMY FOKKER T2

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JANUARY 1, 1923

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VOL. XXV. NO. 1

Member of the Audit Bureau of Circulations

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THE GARDNER, MOFFAT COMPANY, Inc., Publishers
HIGHLAND, N. Y.
225 FOURTH AVENUE, NEW YORK

Subscription price: Four dollars per year. Single copies ten cents. Canada, five dollars. Foreign, six dollars a year. Copyright 1923, by the Gardner, Moffat Company, Inc.

Entered as Second-Class Matter, June 22, 1900, at the Post Office at Highland, N. Y., under act of March 3, 1879.

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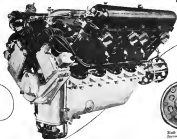
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Vol. XXV

JANUARY 1, 1933

No. 1

The Aircraft Industry

THE most important problem for 1933, from the governmental viewpoint, concerns the maintenance of an aircraft industry in the United States. Judging from the 1932 record, unless a definite policy is adopted, there will be a situation created that will be a serious menace to the air defense of the nation.

The year 1932 has placed this country in the forefront of the world's aeronautical progress in engineering, construction and piloting. We have designed the airplanes. We have designed the engines. We have the pilots. But we are not likely to have much of anything unless this aircraft industry can be placed on a basis of stability and permanence.

We believe that much good will be derived from consideration of our general air policy as contrasted with that followed in certain European countries.

A report was received recently from the Spanish government for participation in a competition in Madrid, the purpose of which was to provide the Spanish Air Force with a surplus of equipment. American manufacturers considered bidding for most of this work and possibly some of them would have done so, had it not been for a clause in the Spanish contract which required that all the equipment—except the demonstration planes and engines—be constructed within the kingdom. It was plainly the intent of the Spanish government to call upon the talent of the United States and inaugurate as much as possible of it into a Spanish aircraft industry. Thus, from the Spanish viewpoint was desirable.

The *Aerobureau Trade Journal*, issue of October, 1932, contained a significant commentary on the policy of the British Air Ministry which is definitely designed to strengthen and enlarge the British aircraft industry. The paper stated: "England's point of aviation by every aircraft has recently become so palpable that even the most ardent advocates of 'European Economy' are led to begin to pause, with the result that orders have been placed for 500 new battleplanes." After listing various airplanes from "many many orders will be divided"—the paper adds: "The taxpayer's money will be spent among firms who are not mere opportunists in the sense of cynicism."

Contrasted with this policy of extreme nationalism, we hear of our Air Service planning to send our latest model development in engines, the Curtiss D18, to foreign designers to have him build a plane around it.

In his inaugural address, President Harding urged the necessity for developing a civilian aircraft industry as quickly as possible, so thereby the burden of maintenance by Federal appropriation would be the sooner diminished. With this policy there appears to be great sound seeing the efforts of the Army and Navy Air Services, as well as among the officials of the Post Office Department. The trouble is that

protectionism has suffered narrow practice to period until it may now be said that the American aircraft industry is confronted with a crisis. This crisis can be attributed to several definite causes, some of which were only spurious of the past, but which nevertheless have existed in the time.

First—Competition Bidding. The civilian aircraft industry, as recognized by the President and the Air Service chiefs, is one that is responsible in financial matters, competent in production facilities and progressive in engineering. By the present method of competitive bidding, a properly financed, well equipped and thoroughly responsible aircraft company stands, because of its better performance in the past, as regarded in an integral element in the substitution scheme of substitution as recently outlined by Secretary Weeks, is recognized to compete in price with individual holders who are lacking in financial resources, responsibility or productive facilities and who therefore cannot be regarded as a substantial element. The result has been material in the withdrawal from the aeronautical industry of important companies.

Second—Government Competition. In the face of the administration's declaration for a second aircraft industry to relieve the government from burden now borne, there is noted a continuing tendency toward government competition. Funds appropriated for the construction of equipment are constantly being used for maintenance of activity in government plants. While all the departments are now engaged in the administration's policy declare down or intention to some feature aircraft, it is nevertheless a fact that such maintenance is extensive in elaborate repair in going on, and hence are kept available for such work. With an outright change of policy these funds could be made available for extensive aircraft construction work. The value of a federal check upon an established and powerful civilian industry is insignificant, but in the case of itself, while the private industry has not yet had an opportunity to become fully established, government competition operates unfairly and unconsciously striking a continued denting of civilian enterprise.

Third—Government Recognition. The practice of requiring manufacturers to build what is not before them has grown out of the policy of experience here some for engineering development to government plants. The effort is not only lost in the maintenance of a civilian engineering staff by the government, but also in the consequence of the belief that service aviation is sufficient unto itself, a belief easily contrary to the administration's policy.

All of the above tend to create a situation which is rapidly growing undesirable. The situation is inconsistent with national policy as expressed and reiterated by the President, by the Secretaries of War and Navy and by the Chiefs of the Army and Navy Air Services. It is only now in forcing capital now invested in the extremely profitable aircraft industry to seek other elements, more profitable and better appreciated.

Paratrooper Casualties.—The following paratrooper casualties are announced by the War Department:

APPROX. OF HONOR CITATION—POSTHUMOUS

"Eldred B. Hockley, second lieutenant, 20th Field Artillery, absorbed, 20th Aero Squadron, Air Service. For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Remersdo, France, Oct. 6, 1918. Lieutenant Hockley with his pilot, First Lieut. Harold E. Gaudier, did for them, with the parachute, as the aircraft on their second trip to drop supplies to a battalion of the 7th Division, which had been cut off by the enemy in the Argonne Forest. Having been subjected on the first trip to violent fire from the enemy, they alighted on the second trip to coast still lower in order to get the packages even more precisely at the designated spot. In the course of this mission the plane was hit again, down by enemy rifle and machine-gun fire from the ground, resulting in fatal wounds to Lieutenant Hockley, who died before he could be taken to a hospital. In attempting and performing this mission Lieutenant Hockley showed the highest possible courage of personal danger, devotion to duty, courage and valor."

RECALL OF HONOR CITATION—POSTHUMOUS

"Harold Ernest Gaudier, first lieutenant, 16th, 20th Aero Squadron, Air Service. For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy near Remersdo, France, Oct. 6, 1918. Lieutenant Gaudier with his observer, Second Lieut. Eldred B. Hockley, 16th Field Artillery, with the parachute, as the aircraft on their second trip to drop supplies to a battalion of the 7th Division which had been cut off by the enemy in the Argonne Forest. Having been subjected on the first trip to violent fire from the enemy, they alighted on the second trip to coast still lower in order to get the packages even more precisely at the designated spot. In the course of this mission the plane was brought down by enemy rifle and machine-gun fire from the ground, resulting in the instant death of Lieutenant Gaudier. In attempting and performing this mission Lieutenant Gaudier showed the highest possible courage of personal danger, devotion to duty, courage and valor."

* * *

Flashes Flare Performers.—A pilotless airplane, equipped with an automatic control device said to be more accurate and dependable than any human pilot, has been developed to a point where it has made successful flights of more than 100 miles, according to Army Air Service engineers.

"The actual work with these intrepid pilots," the engineers meet with, "hundreds of automatic tests and a number of successful flights of 50 miles and more have been made. This pilot is capable of being mounted in any type airplane, and in hazy weather will hold a precise course whether there is human pilot and will carry it on absolutely true course, regardless of fog or adverse weather conditions."

In the long series of tests, not only the machine work was one of the most types having a span of only 10 ft. to 15 ft. in length, capable of carrying a useful load of 500 lb. and equipped with an automatic pilot, which takes it off the ground, levels off at any predetermined height and will rise to unusual lengths. Because of natural deviations of flight, due to unfavorable air currents, the control machinery holds fast to its course for the bulk of its gas supply, which, in the equivalent of the experimental aircraft, makes possible a successful flight of two and a half hours.

"Of the automatic pilots being experimented with by the Army Air Service," the engineers continued, "that which has proved most successful to date can be described as using a gyroscope for its balance and before or postulated, similar to those used as a player piano, for its motion. The rights of a balanced, rotating axis, carrying on deviating bearings, to maintain its position is known, so long as it is not acted upon by outside forces, is called gyroscope force."

It was said the invention would lead to new methods of bombing, and official admitting it would be entirely practical to land a plane with explosives that would discharge on contact with any target as hard as water with great destructive effect. Other military uses, it was pointed out, would be discussed as the experiments continued.



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Many interest you to know that we received seven letters, one wire and one personal call to date as a result of this advertisement. Two of the letters enclosed money orders for payment. We consider this very good indeed.

Appreciating your interest in the matter, I remain

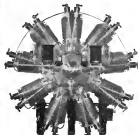
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